Then, as regards the toll-gate at the Vazhur road, that is not a matter which it is possible to entertain in the general interests of the people. Vazhur road is only about fifteen miles long and there is already a toll-gate where it meets the Kottayam-Kumili road. If you put up a toll gate at the town end of the road you will have three toll gates within a distance of about 18 miles. That, I think, is more than the travelling public will be able to endure. So, I think, you had better abandon the idea of municipal toll gates at Changanachery. Besides, I am not aware that the Changanachery municipality spends any money in maintaining that road.

As regards a canal through the Kusakkudi punja fields, this matter also came up once before. It will cost a tremendous amount of money and there is no real need for it since Changanachery has got a good basin to which three canals converge from different sides.

MEMBER: The only important landing at Changanachery is the Chantakadavu.

DEWAN: You mean the market landing. There is a pretty big basin. Is not that so? However, I will come and have a look at it one day. As regards the widening of the eastern portion of the market, that is entirely a matter for the municipality. I see the income of the municipality in 1102 including the opening balance was Rs. 16,288, and the expenditure was only Rs. 10,806, and there was a closing balance of Rs. 5,482. If you utilise a bit of that closing balance I am sure you will be able to extend the market.

Then, as regards a T. B. at Changanachery I think all that I need tell you is that there is an excellent T. B. at Tiruvalla within easy reach. I once stayed at the Changanachery T. B. for a little while and even that was too long for me. I will see whether the Chief Engineer can do anything to improve it.

50. Needs of the Parur municipality.

MR. V. S. KRISHNA PILLAI (*Member, Municipal Council, Parur*) said that the roads in the Parur municipality were all in a very bad condition, being full of loose sand. In the rainy season, most of the roads were under water; and in the summer they became too hot for pedestrians. The roads should be metalled thoroughly, if they were to be of service.

Another need of the municipality was the strengthening of the banks of the Kalathodu running across the middle of the town. Now the sand on either side of the canal was falling in and silting it up. The municipality had to spend large sums every year to dredge and deepen the canal. This could be avoided if the banks were strengthened by masonry work.

It would also be of great use to the public if two bridges were put up, one on the Chennamangalam-Parur road and the other on the Cutcherry Todu near its northern extremity. In the case of the former bridge, the lands on the northern side of the canal belonged to the Cochin State. The Cochin Government might contribute a portion of the cost of the bridge.

DEWAN'S REPLY: Mr. Krishna Pillai, in regard to the construction of the bridge over the canal running across the Parur-Chennamangalam road, I shall see whether we can open negotiations with the neighbouring State in the matter of the bridge.

Then about the metalling of the roads within the municipality, most of the roads maintained by the P. W. D. are being regularly gravelled and are on the whole satisfactory. There are one or two sand paths which also are in the maintenance of the P. W. D.

MEMBER: Within the municipality the major portion of the roads are sandy.

DEWAN: Within municipal limits the major portion of the roads are sandy and within municipal limits the major portion of the sand paths are under the control of the municipality. There are already four or five Government roads namely Alwaye-Parur road, Parur-Chathanad road, Parur-Kuriapally road, Parur-Edapalli road, and Chakarakadavu road and these are well maintained.

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MEMBER : In the municipality there is a road to be gravelled from two to three miles.

DEWAN : The Chief Engineer will include this in the next year's programme of maintenance work.

As regards repair of the Kalathodu, the president of the municipality says that it is not necessary to deepen and widen it. All that he wants is to construct a protecting sluice to prevent the access of salt water and also he wants the retention of the walls of lands belonging to the public. This is entirely a matter for the municipality. If the municipality as you say have no capital, no funds in reserve to meet this and if the municipality really intends to do this work of public utility, they will be at liberty to apply to Government for loans which the Government will have considered.

51. Improvement of communications and development of irrigation.

DR. KOSHY PALAKUNNATHU (*Member, Nominated*) said that the opening of the Quilon-Ernakulam railway was absolutely necessary in the interests of the growing trade of the State. The suspension of the work in connection with the railway had caused great disappointment to the people of Central and North Travancore. If Government felt that they could not meet the heavy expenditure involved in the work, they could raise the necessary funds by issuing debenture bonds or some such thing.

So far as river communications were concerned, the member would attach the greatest importance to the Pampa river and its improvement. The river became dry in some portions in the hot season, and this caused great inconvenience to the transport of goods by boats. The member therefore suggested that the portions of the river especially from Puthankavu to Puthiyavu might be dredged and deepened in the hot season. The money which had to be spent for the purchase of a dredger might be recovered in the shape of a duty on the goods passing by the river. Another improvement which was necessary was the opening of the Poovathur canal. This would be of use in irrigating the neighbouring paddy fields and would also reduce the force of the fierce currents at Athimudu by drawing away the surplus water.

The member next urged the construction of a bridge at Kozhancherry and the improvement of three roads *viz.* Kuriyannur-Nedumprayar road up to Mulavelil ferry, M. A. road up to Parapuzha ferry, and Maramon-Tottapuzha-seri road up to Arattupuzha. In regard to the bridge, the member stated that he had spoken about the subject at the last session also. Several Chief Engineers, including the present Chief Engineer, had admitted the necessity of the bridge. The only objection against the immediate execution of the work was the heavy cost involved. But in this connection Government had to bear in mind the fact that the people of the area had opened nearly 130 miles of road at their own cost and handed over the same to Government. The cost of opening so many miles of road in this region would be at least Rs. 10 lakhs. Considering this very heavy expenditure incurred by the people, it was not too much if they asked Government to build a bridge for them which would after all cost only two or three lakhs of rupees. In regard to the maintenance of the three roads mentioned, the member stated that they were all ryots' roads taken over by Government. On one of these roads, the Maramon-Tottapuzhaserri road, two bridges had to be constructed.

In conclusion, the member proposed that the Irrigation Regulation might be suitably amended so as to empower Government to execute the necessary irrigation projects and that that the Idachira, the Palakattu chira etc., might be repaired soon.

DEWAN'S REPLY : Dr. Koshy Palakunnathu, in regard to the Quilon-Ernakulam railway I have nothing to add to what I said yesterday.

In regard to the navigability of the Pampa river the Chief Engineer has asked for a regular maintenance grant for that river so as to keep it deepened and navigable as far as possible. But what you suggest is on a very much more ambitious scale involving considerable outlay ; and it will have to be carefully investigated in the order of urgency.

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